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No. 25982/56.

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International Classification:—B62d. C08g. F06h.

COMPLETE SPECIFICATION

A. Change-speed Gear, particularly for Self-propelled Machines, e.g. Combine Harvesters or other Agricultural or Constructional Machines

ERRATUM

SPECIFICATION NO. 839,868

Page 1, in the heading Index at Acceptance, delete "2(5), R22C(8:11:14):"
International Classification, delete "C08g"

THE PATENT OFFICE,
3rd July, 1961

DS 94218/1(1)/R.153 200 6/61 PL

the machine is travelling at the scene of operations, whereas the speed of travel must be 20 adapted to the prevailing circumstances such as the difficulty of the terrain, the state of the crop in the field, and the like. If the machine is driven by a single engine, which then serves both to drive the thresher and to move the 25 machine, it is difficult to meet these two conflicting requirements simultaneously, and it requires considerable skill on the part of the driver to slow down the speed of travel of the vehicle by suitable depression of the clutch 30 pedal, without altering the speed of the engine. The provision of separate regulating members is not suitable because the machine must be easy to operate; during a threshing operation, for instance, the driver's attention is fully taken 35 up by the working members and travel over the field and it is therefore necessary for the driver to have as few mechanisms as possible to operate.

Devices are known in which the speed of 40 movement is varied by a V-belt change-speed gear (often known as a variable-speed gear), which usually consists of two pairs of cone pulleys between which runs a V-belt, which transmits the torque from the driving pair of

e.g. for combine harvesters, wherein the V-belt drive is driven directly by the clutch shaft so that all the speeds which can be engaged by the gearbox are continuously variable by the 65 setting of the V-belt drive.

Nevertheless, none of these known devices fulfil the purposes aimed at by the present invention.

With a centrifugal governor it is merely a 70 question of adapting the load on the engine to the given conditions in such a manner that the engine runs at a constant speed. There is no such requirement with a combine harvester, however, rather is it a question of something 75 quite different. The engine must always run at a constant speed, but the driver must be given the opportunity of being able to vary the speed of travel of the machine continuously depending on the conditions of work in the field at the moment, that is to say it is necessary to travel at a different speed where the corn is flattened 80 than in the adjacent zone where the corn is standing, and so on. Here, therefore, there is no connection between the speed of travel and the speed of the engine which would permit 85 the use of a centrifugal governor to vary the gear ratio.

[Price

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